

PUBLIC COMMENTS (PC)-J

PC-J1

From: Dr J [dr_j_ok@hotmail.com]
Sent: Thursday, August 01, 2013 12:29 PM
To: Parsons, 405.Supplemental.Draft.EIR.EIS
Subject: Light Rail

Please build a light rail line down the center of the 405, as opposed to more lanes of traffic.

Thanks,

Jason

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PC-J2

From: Richard Jolly [re.jolly@verizon.net]
Sent: Thursday, August 01, 2013 1:50 PM
To: Parsons, 405.Supplemental.Draft.EIR.EIS
Subject: 405 Expansion

As I have stated before my tax dollars are going to this project and I DO NOT want any toll lanes that will cost me money because there are only two of us that travel together since we are seniors.
All car pool lanes need to stay as they are.

Transponder cost money for these toll lanes and if you do not use them they deduct funds for non-use. Someone wins but not use.

I am getting tired of government ruining our lives as we get older.

It is probably time to leave this state.

Have a great day and enjoy life.

Dick Jolly
714 897-2497 Office/Fax
714 323-1423 Cell

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PC-J3

From: Paraskevi June [mamapiune@yahoo.com]
Sent: Monday, August 12, 2013 8:37 AM
To: Parsons, 405.Supplemental.Draft.EIR.EIS
Subject: Comments on 405 Improvement Project

To Whom It May Concern:

We live in College Park West Neighborhood of Seal Beach. We are concerned that a traffic light at the intersection of the Studebaker Road and College Park Drive needs a deeper assessment of the potential sudden slow down of traffic of those exiting the 22 West to Studebaker Road when the traffic light should red. As such, I fear an increase in traffic accidents between car entering and exiting College Park Drive with cars exiting the Studebaker Road off ramp from the Westbound 7th Street/22 West. This need for more assessment is based on my observations of this dangerous intersection over the past 10 years as a local resident.

1) Vehicles do not expect such traffic signal lights so soon when immediately exiting a freeway off ramp.

2) It is difficult to see slowing vehicle tail lights when the sun is glaring in the late afternoon during rush hour traffic. Not seeing lit stop tail lights due to glare would lead to rear-end collisions more frequently in the late afternoon.

3) The sharp right curve in the road just prior to the proposed traffic signal light will not give drivers much opportunity to see a red light and therefore stop in time. Some drivers will not see it at all and run the red light.

4) Currently, there are various kinds of vegetation and shrubs that create a blind spot to the right side for exiting drivers that do not allow sufficient time to assess the intersection's traffic situation until very close to the curve of the road. Removal of this vegetation would provide drivers to procure a few more critical seconds to see the intersection whether there is a traffic signal or just maintain the traffic control as it is now.

5) Currently, drivers exceed the posted speed limit when exiting the off ramp, sometimes by 10 or more miles per hour. I'm not convinced that such driving behavior will change at all if a traffic signal light is installed, possible leading to a car not stopping in time (or not at all), and thus colliding with vehicles exiting College Park Drive onto the off ramp to Studebaker Road or the on ramp to the 22 West.

Thank you for your consideration

Rodney and Paraskevi June
Resident of College Park West Neighborhood Seal Beach CA 90740 rodjune@yahoo.com
mamapiune@yahoo.com

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PC-J4

PC-J4 Continued

From: Rod June [rodjune@yahoo.com]
Sent: Monday, August 12, 2013 8:57 AM
To: Parsons, 405 Supplemental Draft EIR/EIS
Subject: PUBLIC COMMENT - 22 Freeway/Studebaker Road Improvements

To Whom It May Concern:

This is a public comment regarding the improvement proposed for the 22 West/Studebaker Road intersection. We live in College Park West Neighborhood of Seal Beach. We are concerned that a traffic light at the intersection of the Studebaker Road and College Park Drive, while likely favorable, still needs a deeper assessment of whether a traffic light signal placed at that intersection is safe and in the best interests of local residents and those exiting the freeway. The need for a deeper assessment is based on my observations of this dangerous intersection over the past 10 years as a local resident. This intersection has never been safe for any driver entering this intersection.

Our primary concern with the placement of this traffic signal light is the sudden slow down of traffic of those drivers exiting the 22 West to Studebaker Road, especially in the situations where the traffic signal is red for those exiting the 22 West freeway. I fear an increase in traffic accidents between cars entering and exiting College Park Drive with cars exiting the Studebaker Road off ramp from the Westbound 7th Street/22 West. There just isn't an abundant of approach vision for these exiting drivers.

My observations (and recommendations, as applicable) are as follows:

1) Vehicles do not expect such traffic signal lights so soon immediately after exiting a freeway off ramp with so little time to react, especially on the 90 degree curve to the right. The speed limit of vehicles exiting this off-ramp are in excess of the posted speed limit. The speed limit should be monitored more closely but not sure how this could be done other than setting up a radar system. If drivers adhered to the speed limit on the off-ramp, a traffic signal would likely be unnecessary.

2) It is difficult to see slowing vehicle tail lights when the sun is glaring in the late afternoon during rush hour traffic, the time of the day when this intersection is most dangerous. Not seeing stop tail lights while exiting this off-ramp due to glare may lead to rear-end collisions more frequently in the late afternoon as cars come to a sudden stop. This is the current situation even without a traffic signal light in the afternoons Monday through Friday.

3) Currently, there are various kinds of vegetation and shrubs that create a blind spot to the right side for exiting drivers that do not allow sufficient time to assess the intersection's traffic situation until very close to the curve of the road. Removal of this vegetation would provide drivers a few more critical seconds to see the intersection before they arrive at the intersection. This should increase safety.

4) Currently, drivers exceed the posted speed limit when exiting the off ramp, sometimes by 10 or more miles per hour. I'm not convinced that such driving behavior will change at all if a traffic signal light is installed, possible leading to a car not stopping in time (or not at all), and thus colliding with vehicles exiting College Park Drive onto the off ramp to Studebaker Road or the on ramp to the 22 West.

5) One or more overhead street lights along the exit off-ramp as well as placement at the intersection would make the intersection situation safer for all. Currently, the off-ramp is

not lit overhead and so dark that there is no way to adequately see the intersection situation upon approach at night.

6) Placement of several signs warning of an impending traffic signal light ahead will increase driver safety. I would recommend the placement of a yellow warning sign "Traffic Signal Ahead" with a yellow blinking light for those exiting the off-ramp. This would increase safety for all drivers entering this intersection.

Thank you for your consideration

Rodney and Paraskevi June
Resident of College Park West Neighborhood Seal Beach CA 90740 rodjune@yahoo.com

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cont.

RESPONSE TO PUBLIC COMMENTS (PC)-J

Response to Comment Letter PC-J1

Comment PC-J1-1

Caltrans and OCTA thank you for participating in the environmental process for the I-405 Improvement Project. Your comment is not specific to the new information and analysis presented within the Supplemental Draft EIR/EIS; however, your comments were addressed in Appendix R1 (Response to Comments on Draft EIR/EIS). You will be notified at the address provided in your comment when the Final EIR/EIS is available for review.

Please see Common Response – Elimination of Light-Rail Transit and Bus Rapid Transit Alternatives.

Response to Comment Letter PC-J2

Comment PC-J2-1

Caltrans and OCTA thank you for participating in the environmental process for the I-405 Improvement Project. Your comment is not specific to the new information and analysis presented within the Supplemental Draft EIR/EIS; however, your comments were addressed in Appendix R1 (Response to Comments on Draft EIR/EIS). You will be notified at the address provided in your comment when the Final EIR/EIS is available for review.

Please see Common Responses – Opposition to Tolling, Preferred Alternative Identification.

Response to Comment Letter PC-J3

Comment PC-J3-1

Analysis of the proposed improvements at the intersection of College Park Drive and the SR-22 westbound ramps is presented in the Supplemental Draft EIR/EIS. The analysis shows that the queues would not back up onto the SR-22 westbound freeway. The following table presents the anticipated queues; the data are presented in the Supplemental Traffic Study Report – Long Beach Area in Appendices III A-1, III A-2, IV A-1, and IV A-2 for Alternative 1 year 2020, Alternative 1 year 2040, Alternative 2 year 2020, and Alternative 2 year 2040, respectively. The table shows that the 95th percentile queues anticipated approaching the intersection with the proposed signal would not exceed 240 feet during the peak hours in the years 2020 and 2040. The distance from the stop line for the proposed signal at the intersection of the ramp with College Park Drive to the gore point is approximately 850 feet.

Anticipated 95th Percentile Queues on the SR-22 Westbound Exit Ramp Approach to the Proposed Signal at College Park Drive			
		Alternative 1	Alternative 2
2020	AM	142	148
	PM	223	240
2040	AM	160	189
	PM	226	240

The analysis presented in the Supplemental Draft EIR/EIS in Tables 3-9 and 3-11 shows that the proposed signal will operate at LOS B or C in the peak hours in 2020 and 2040.

During project design, placement of signal heads would be considered so that vehicles on the SR-22 westbound off-ramp would have sufficient sight distance to see and react to a red signal indication and prepare to stop.

Response to Comment Letter PC-J4

Comment PC-J4-1

See Response to Comment PC-J3-1. During project design, lighting and appropriate warning devices would be identified.